



Traffic Guidelines Manual

ORIGINATOR Director, Bureau of Traffic Operations		3-6-1
CHAPTER 3	Markings	
SECTION 6	Delineations	
SUBJECT 1	Delineators	

A. General

Delineators are reflective devices, mounted in a series along the side of a highway providing guidance by indicating the alignment at night and/or under adverse weather conditions.

The Manual on Uniform Traffic Control Devices (MUTCD) [Part 3F](#) addresses the use of delineators. Additional guidance is given in Part 5E and 6F and Facilities Development Manual (SDD 15A6, Delineator Layout).

Delineators **shall** be used on unlighted freeways, *should* be used on expressways and *may* be used on lighted freeways. They *may* also be used on conventional highways but their use *should* be based upon crash experience or identified operational problems related to geometric features.

The delineation system **shall** consist of either:

1. A nominal 3-inch circular hermetically sealed acrylic plastic prismatic reflex reflector housed in embossed aluminum and provided with a single grommet mounting hole on a galvanized steel post weighing 1.12 pounds/ft as per Standard Specifications for Highway and Structure Construction section 633, or
2. A 3 by 9 inch piece of reflective sheeting as per section 637.2.2.2 mounted on a flexible plastic post of the shape conforming to the Standard Detail Drawing titled "Flexible Delineator Post", located in the FDM SDD 15 A 4.

Where the guidelines require single delineators or two delineators in a vertical stack, that installation *may* consist of either one or two 3–inch reflectors as the case *may* be or a singular 3 by 9 inch piece of sheeting per post.

The color of delineator **shall** match the color of the pavement marking line

supplemented, which typically is the adjacent edge line.

No other substitution of a delineation system *may* be used unless approved by the Bureau of Highway Operations as an experimental installation.

B. Policy- Freeways and Expressways

1. Longitudinal Spacing

Normal longitudinal spacing will be 400 feet between delineators. When this uniform spacing is interrupted by ramps, bridges, cross roads, etc., delineators falling within such areas *may* be moved in either direction, a distance not exceeding one-quarter of the normal spacing. Delineators still falling within such areas *should* be eliminated.

Longitudinal spacing of delineators on the mainline between the two ramp gores of an interchange will be 200 feet unless traffic engineering judgment determines that a lesser spacing is desirable. In no case *should* the spacing be less than 100 feet.

The spacing along the interchange ramp acceleration-deceleration lanes will be 100 feet. The first post is located at the point where the ramp pavement begins and that last post is approximately opposite the theoretical gore for the deceleration lane and the opposite for the acceleration side. This is the only location where there is a vertical display of delineators.

Spacing for the remainder of the ramp on a diamond interchange **shall** be 100 feet on tangent sections or as per Table 3F of the MUTCD for any horizontal curve on the ramp.

2. Offset Distance

The usual offset distance will be 4 feet from the outside edge of shoulder. Delineators **shall** be placed at a constant distance from the edge of shoulder for the length of the installation.

3. Transition Areas

Engineering judgment is to be used to adjust the longitudinal and offset spacing in any transition area. Consideration must be given to the function of providing guidance of the roadway alignment and as an aid for night driving.

4. Barrier Wall Delineators (include parapets)

Delineators *should* be placed on a median barrier wall located in an unlit area, unless the barrier wall is well removed from the travel lane. Delineation of the barrier wall on the right side of the road is dependent on shoulder width and the hazard the barrier poses. Spacing of delineators *should* be dependent on the

distance of the wall from the lanes of traffic. The following *should* be used:

0 to 3 feet offset	= 25-foot spacing
>3 to 6 feet	= 50-foot spacing
>6 to 12 feet	= 100-foot spacing
>12 feet	= 200-foot spacing

When reflectors are used, no fewer than two *should* be placed on any barrier wall.

C. Policy- Conventional Highways

1. Placement

Delineators *may* be placed on the right-hand side of the roadway when crash experience, sight distance deficiencies or highway geometry warrant but only after an engineering study has been done and accepted by Regional Traffic Engineering staff.

Delineators **shall not** be installed along the left side of any roadway having bi-directional traffic. If guidance is needed, chevrons as described in TGM 2-3-10 *should* be considered.